

Junction



Six busy construction sites

The direction de l'Ouest-de-la-Montérégie (DOM) is responsible for all of the work being carried out using a conventional approach. The pace has been picking up since the beginning of fall.

The 2007-2008 year has brought about record investments in Montérégie, with more than 285 construction sites representing a total of \$287 M. Regardless of the many work sites, DOM employees are making progress at the six construction sites involved in the completion of Autoroute 30: Route 236 in Beauharnois; chemin de la Haute-Rivière in Châteauguay; the deforestation of the entire western section; soil consolidation in Saint-Constant; construction of the temporary Canadian Pacific bridge in Candiac; and the 15/30 interchange in Candiac, which was completed a short while ago.

I would like to benefit from this latest issue of Junction 30 to commend the efforts and professionalism of our teams that are working tirelessly to complete Autoroute 30. I would also like to acknowledge their colleagues, who are taking over at many other DOM work sites, thereby enabling the completion of work required for the commissioning of Autoroute 30 as quickly as possible.

It is by pooling our efforts that we will be able to ensure the safety of users while continuing to improve the Québec road network through infrastructures like Autoroute 30.

Thank you and congratulations to everyone!

Bernard Caron
Director
Direction de l'Ouest-de-la-Montérégie



New construction site in the Eastern section: Canadian Pacific bridge



While the 15/30 interchange was completed in October in time for the winter season, November brought with it a brand new construction site. The new site is not far from the old one, and is located just a few metres to the north of interchange 15/30, still on Autoroute 15, at the boundary between Candiac and Delson.

As part of the work on Autoroute 30, the MTQ intends to reconstruct the Canadian Pacific rail bridge (CFCP), located very near the future 15/30 interchange. Nonetheless, before this happens, the railway must be moved, which will involve the construction of a temporary bridge, in order for CP to be able to maintain activities.

As such, the first mandate was awarded to Simard-Beaudry construction inc. for the construction of the temporary rail bridge and the associated bypasses next to the existing structure. The MTQ contractor will have until June 19, 2008 to

complete this construction as well as the related tasks such as the relocation of accesses, deforestation, landscaping, drainage, and culverts.

The work is estimated at \$2.5 M and is additional to the \$4.5 M invested in the supply of steel decks purchased in advance by the MTQ for the eight necessary bridge decks (three for the temporary bridge and five for the permanent bridge). These projects will precede the construction of the new rail bridge scheduled for next fall.

This project requires the participation of CP to relocate the rails on the temporary bridge and their repositioning on the new bridge. Outstanding coordination is necessary with regard to the schedule in order to successfully complete this critical component.

So far, until now, more than \$45 M has been invested in the Eastern section.

Publication of the report on clay consolidation: Activity resumes at the Haute-Rivière construction site



Work at the site resumed in October following completion of the consolidation of clay soils.

Last year, sensitive clay was consolidated as part of the project to relocate and create an overpass for chemin de la Haute-Rivière in Châteauguay. Tons of materials were delivered to the site, and numerous vertical drains were installed to ensure the stabilization of the clay which “is highly compactible under the weight of the road landfill necessary for the construction of the overpass”.

Before starting the second phase of the work, the MTQ will have to ensure that the stabilization is complete so as to ensure the adequate performance of the overpass and roadway following their construction.

In September, the MTQ received the analysis report and geotechnical follow-up on the performance of the landfill, prepared by the Qualitas library mandated by the MTQ.

The follow-up on the landfill performance made it possible to draw the following conclusions:

- The consolidation of the clay deposit took place in an accelerated manner, meaning that the 15,000 vertical drains installed in the fall are performing effectively;
- The anticipated build-up took place in a manner compliant with theoretical expectations, and the consolidation has been finished since October 2007.

Accordingly, Phase 2 of the work in Haute-Rivière began in October with the excavation of a portion of the landfill material and the start of construction of an overpass enabling chemin de la Haute-Rivière to cross over Autoroute 30 by summer 2008!

¹ Qualitas Report, September 2007, p. 29.

New deforestation work in the west

On September 26, bids were opened for a major contract involving the deforestation of various sections of the route for the Western section of Autoroute 30. In fact, Vaudreuil-Dorion, Beauharnois, and Châteauguay will be patrolled by the heavy machinery operated by the contractor, Excavation Michel Plante inc., which was

awarded the mandate valued at approximately \$600,000 to proceed with clearing the right-of-way. In accordance with the environmental protection requirements, rare plants will be relocated beforehand, and the major deforestation work will take place from mid-November 2007 until late March 2008.

Acquisitions

Highlights as at November 1

Both of these sections are anticipated to become the property of the MTQ in 2008.

Eastern section

To the south of Candiac, Delson, and Saint-Constant:

- 33 files settled out of a total of 71, representing 46%;
- 42% of the area covered by the territory belongs to the MTQ.

Western section

Extending from Châteauguay to Vaudreuil-Dorion:

- 222 files settled of a total of 242, representing 92%;
- 96% of the area covered by the territory belongs to the MTQ.



The work to relocate route 236 in Beauharnois was also carried out in the fall.

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